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DEVELOPMENT OF THE HUNGARIAN RAILROADS
OR SOVIET MILITARY PURPOSES

Iszri (fnu)

Shortly after the end of the war, the USSR began building broad-gauge rail-
 road lines and transloading railroad stations across the Carpathian Mountains. .
 The strategic importance of these activities in both the westbound and southwest-
 bound direction is obvious.

Broad-Gauge Lines

The first line to be converted to broad gauge was the Ungvar-Chop line,
 which branches off at Sambor and enters Hungary through the Uzsok Pass. The
 terminus of this line in the USSR is the Chop railroad station, which also
 serves the Zahony-Nyiregyhaza line in Hungary and the Chop-Michalany line in
 Czechoslovakia. This line connects, via Uzhgorod, with another line toward the
 west.

The second broad-gauge line which connects with the Hungarian State Rail-
 roads is the Korosmezo-Maramarosziget-Kiralyhaza line. It branches out of the
 L'vov-Czernovtsy broad-gauge line at Stanislaw and Kolomyia. Its importance lies
 in the fact that it is capable of feeding both the Rumanian and Hungarian rail-
 road nets. The shortest line to Yugoslavia runs from Kiralyhaza via Nagyvarad.

The third broad-gauge line is the L'vov-Irkutsk-Batyu line. It was damaged
 heavily during the war but may, together with the Kiralyhaza-Batyu line, be con-
 sidered completely rebuilt.

The fourth broad-gauge line is planned along the Przemysl-Mezolaboro-Homonna-
 Satoraljauihely route. It is designed to serve the Czechoslovak railroad net-
 work via Kosice and the Hungarian railroad system via Satoraljauihely. Construc-
 tion is progressing at a rapid pace. The terminus of the line is not known as yet.

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From the viewpoint of Hungary, the most important of the above lines is that between Chop and Zahony. Currently, the bulk of Hungarian export shipments to the USSR, as well as Soviet armament shipments and army personnel in the opposite direction, passes through Zahony, the largest and most up-to-date railroad station in Hungary.

Strategic East-West Transversal Lines

The railroad lines marked A, B, and C on the appended map are being developed with a view to serving Soviet aims, that is, for the receipt of shipments arriving on broad-gauge lines.

Westbound transportation on these lines, two of which (A and B) are of great capacity and one (C) of medium capacity, will be fast and efficient. The capacity of these lines is far in excess of economic requirements. Work for their further development is, however, continued, as a result of which they constitute a threat to the west and Yugoslavia. The current stage of development of these three lines is as follows:

Work to convert the last remaining section (Satoraljaújhely-Szerencs) of line A into a double-track line has been completed. The line will be electrified and, to avoid the sensitive Budapest terminals, has been connected with the Vac-Szob-Bratislava line via the recently constructed Galgamacs-Vacratot section.

On line B, the laying of a second track between Debrecen and Kisujszallas will be completed shortly. Between Zahony and Komoro, as well as north of Nyiregyhaza, the second track is partly completed and partly still under construction. It is planned to lay a second track along the entire length of the Budapest-Zahony line.

The development of line C has two main objectives: (1) to reinforce the Nagyvarad-Dombovar transversal line, and (2) to detour Yugoslavia. With the latter objective in view, the Nagyvarad-Bekescsaba-Oroshaza-Szeged line will be connected with Baja via Kiskunfelegyhaza. As a result, the Kiskunfelegyhaza-Bacsalmás section had to be reinforced.

Strategic Detour Lines

The three east-west transversal lines will be able to satisfy Soviet strategic requirements only if provided with strong bridges and an adequate number of interconnecting detour lines.

Until recently, line A had two important detour branches, namely, Miskolc-Banreue-Fulek and Kal-Kapolna (or Hatvan)-Salgotarjan-Fulek. In addition, the highly important new detour line, Aszod-Vac, has recently been completed.

The northern detour branches of line B are the first-class Szerencs line across the Tokaj bridge and the Fuzesabony line across the Tiszafured bridge. The latter has been converted into a main line since the end of the war. The reinforced Ujszasz-Hatvan line is in very good condition. The same purpose may also be served by the Kisujszallas-Kal-Kapolna line in case the Kiskore bridge should be rebuilt and by a new line, for which plans have been prepared, over the Tisza bridge at Polgar.

The northern detour branches of line C are: Szatmarnemeti-Nyiregyhaza; Ermihelyfalva-Debrecen; Nagyvarad-Puspokladany; Bekescsaba-Szajol; and Oroshaza-Kiskunfelegyhaza. When completed, the Mateszalka-Debrecen line, including the delta between Dombostanya and Apafa, will form a new detour.

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Strategic Bridges, the Budapest Subway

The Tisza and Danube bridges are marked with circles on the appended map. The Tisza bridges are as follows:

The Chop-Zahony large-capacity bridge with three rails, that is, suitable for both broad-gauge and standard-gauge traffic.

The Polgar highway bridge, located between the Tokaj bridge and the reinforced Tiszafured bridge, is also capable of carrying railroad traffic. The recent increase in railroad-station capacity, together with track-reinforcement work carried out in the northern part of the Tiszafured branch line, confirms reports of the existence of plans for the construction of a new Tisza bridge between Polgar and the Mezocsat line.

The Kiskore bridge has not yet been completed. The Szolnok bridge has been enlarged. Further to the south, a new detour line has been built between Tiszaug and Kunaszentmarton, with a delta extending toward Tiszatenyö (previously Pusztatenyö).

The capacity of the Csongrad and Algyo bridges has not been increased. The Szoreg railroad bridge has not been rebuilt due to its proximity to the Yugoslav border.

The Danube bridges are in a less favorable situation. However, the destroyed old bridges are being rebuilt and new bridges are being constructed rapidly. As a result, transportation across the Danube will soon be better than it was during the war.

The Bratislava bridge (not indicated on the appended map) has been completed. The Komarom bridge is under construction. The northern railroad bridge at Budapest (No 1 on inset to appended map) is also being rebuilt and will, apparently, have double track. The Sztalin bridge (No 2 on inset to appended map) will also serve as a railroad bridge between the Vizafogo and Obuda.

The new Margit bridge is stronger than its predecessor. South of the Margit bridge, the subway tube under the Danube will provide a good and safe double-track passage between Keleti Palyaudvar (East Railroad Station) and Deli Palyaudvar (South Railroad Station) (inset 4).

The new subway will, by means of deltas, connect with the old subway (FAV -- Foldalatti Vasut, Underground Railway) and the Obuda HEV (Helyierdeku Vasut, Suburban Railway). Thereby the connection between the Rakos marshaling yard, Obuda, and the South Railroad Station will be completed.

The Petofi bridge (previously Horthy Bridge) at Boráros-ter (inset 5) has been rebuilt. It is now suitable for railroad traffic also.

The capacity of the Budapest southern railroad bridge (inset 6) will be increased. The bridge is currently being enlarged.

The capacity of both the recently rebuilt Dunafoldvar bridge and the Baja bridge is greater than previously.

As will be seen from the foregoing, the transportation capacity across the Danube will shortly be much greater than previously. In this connection, the Aszod-Vac detour mentioned above is of particularly great importance, since it will serve to detour the westbound traffic of both the Miskolc and Debrecen main lines from the sensitive Budapest railroad stations.

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Southwestern Lines

The development of the Hungarian State Railroads in the southwestern direction, that is, toward Yugoslavia, deserves special treatment. For this reason, the south-southwestbound detour lines were not discussed in the foregoing.

The northern detour branches of line B may also be used for southbound traffic from line A by means of the deltas built for this special purpose (as, for example, Szerencs, Fuzesabony, etc.).

To assure the uninterrupted flow of southbound traffic, the Debrecen-Nagyvarad and Tiszatenyő-Kungyalu lines were reinforced and the new Kunszentmarton line leading toward Kiskunhalas was built in the Kungyalu-Tiszaug delta.

As a parallel of the Hatvan-Miskolc section, the Budapest-Székesfehérvár section will be electrified and equipped with double track. It will be able to serve the southwestern lines along Lake Balaton adequately.

The lines passing through Pécs have been rebuilt. The Püsztaszabolcs-Paks section will be extended, via Tolnamos, as far as Szekszárd and continued, via Bata, as far as Mohács. This project will create a new southbound main line.

The branch lines fanning out of Pécs and Szentlőrinc toward the Yugoslav border have been reinforced and their stations have been enlarged.

The planned Kisújszállás-Turkeve-Szárvas-Kunszentmarton-Tiszaug-Fülepészallas-Golt-Retszilás transversal line is designed to develop both east-westbound and southwestbound traffic. The Kunszentmarton-Tiszaug section of this line has been completed, while the Dunaföldvár-Retszilás section is currently under construction. Temporarily, the latter section will be restricted to traffic between Komló and Sztalinváros.

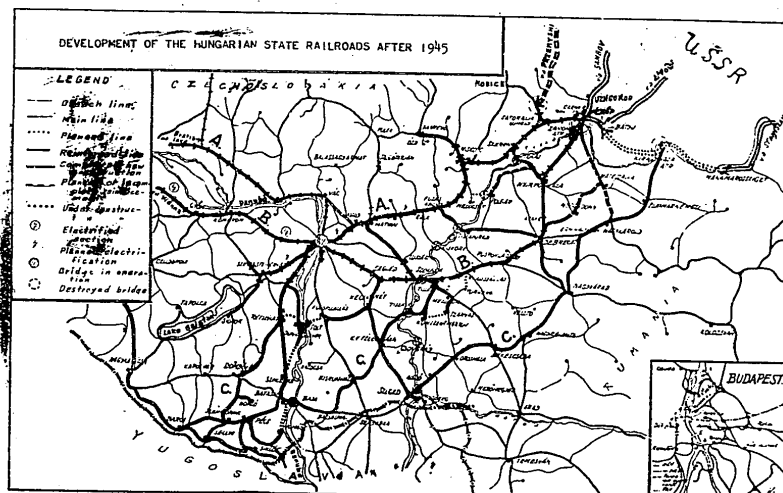
The lines whose capacity has been increased or is being increased have been indicated on the appended map by a heavy line.

The over-all development plan of the Hungarian State Railroads clearly shows the predominance of Soviet requirements. The plan was designed with two objectives in view. The first objective is to create a railroad net with a sufficiently large capacity to permit the rapid massing of Soviet troops west of the Danube and in southern Hungary. The second objective is to resist heavy air attack, at least at the outbreak of hostilities, by numerous detours and bridges.

[Appended map follows.]

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